

GIANTS MAKE CLEAN SWEEP OF SERIES WITH LEAGUE LEADERS

100-Miles an Hour Speed Latest Plan of Builders For Motorboat Racers

International Harmsworth Cup
Contests at Detroit Will
Show New Mechanical
Features.

By Robert Edgren.

ONE of the year's greatest sporting events will be the international motor boat race at Detroit, beginning Sept. 3, when Gar Wood will defend the Harmsworth Cup that he captured in England last year. This greatest of all speed contests opens today with the first heat of the Gold Challenge Cup race, championship of America in which the Gar Wood boats will also compete.

Motor boat racing has been a thrilling sport ever since the Hard Boiled Egg ran twenty-two miles an hour on the Hudson, breaking the world's records and completely staggering all the old salts who said no gas driven craft would ever run at the impossible speed of a mile in two minutes.

Gar Wood's latest, Miss America, will go at least four times as fast as the Hard Boiled Egg. Gar counts on a sustained speed of about ninety miles an hour, averaging a mile in 10 seconds. If the English contenders can beat that, let them have the cup. It will take some beating.

Gar has become a national figure in amateur sport during the last three or four years. When only thirteen he ran a motor boat for the Government at Duluth and learned a lot about engines. He loved the water, and when he could afford it he bought a small launch. When Gar was married he and his wife spent their honeymoon on a little cruiser of the chug-a-chug variety. Mrs. Wood, by the way, is as good a sportsman on the water as her husband and she can drive a cruiser or speedboat at a record clip on salt water or fresh with the best of the drivers.

Gar Wood invented certain mechanical devices, which he now manufactures in an immense factory in Detroit, where he has made enough money to have all the boats he wants, with no limit on any detail of their outfitting. He lives in a cottage at Algoma, next door to Chris Smith's boat shop, where all his racers and cruisers are built under his own direction.

Gar's house faces the street, and the St. Clair runs through his back yard. Behind the house he has a novel sort of a garage. In one side of it stands a big car on a cement "onway," the other side is a slip in which lies his famous craft, Gar II, which he uses daily as a ferry to and from his workshop. A little way down the river is a new boat shop, in which his racing boats are hauled out when not trying up river racing.

For a man who loves boats this would hard to beat.

TAKES SPORT FIRST HAND.
Gar Wood always drives his racers himself, and Jay Smith handles his engines. The car doesn't take his sport second hand. The car doesn't care for horses racing, but he'd have to if his drivers have all the fun.

His first jump into big league speed racing was as part owner of the first Miss Detroit, which won the Gold Challenge Cup at Manhattan Bay in 1915. Chris Smith was builder. After that Gar had Smith build all his speed boats, and he has won the Gold Challenge Cup twice, once of America, once of the U.S. in succession with Miss Detroit II, Miss Detroit III, Miss Detroit IV, and Miss America.

Last year, having won everything worth going after in America, Mr. Wood took his two racers Miss Detroit V and Miss America to England. He could have gotten \$400 to ship his racers over steamship and probably not less than \$500 in incidental expenses. Everything had to be taken from this country, for the English rules don't allow even a stick of wood to be used in repairs unless it comes from the country the boat represents.

He had a staff of mechanics and sorts of spare parts, all readying as he could need. As it happened he didn't use even a rivet or a bolt or a screw, for his two boats went

through trials and races absolutely without any repairs—a thing unknown in speed boat racing before.

The English defender, the Leaf V, was burdened with all sorts of mystery. When Gar's men watched a trial spin the English boat retired to cover. The American boats were run openly, and hauled out where any one could look them over. Gar had nothing to hide. When the Englishmen asked him how fast Miss America could go, he told them "Eighty miles an hour." They tried to conceal their smiles. They thought he was spoofing.

But Miss America walked off with the race, showing a speed of 79 miles an hour—smashing all records.

Miss America had two Liberty motors. They were built by the Government to be used in war planes after the war were bought by Gar Wood and overhauled and equipped for marine racing by Chris Smith, who is as much a wizard with engines as he is with boats.

In all the time trial and racing in English waters neither boat was overhauled, and the Englishmen were not allowed on any of the motors. The new defender, built this spring in Chris Smith's shop, carries four Liberty motors in place of two. Gar Wood expects eventually to drive a speed boat at the terrific rate of 100 miles an hour. He has already gone well over 90 miles an hour, and when he does that, the Englishmen say, one minute a minute was laughed at by the best marine architects in America as something too chimerical to be taken seriously, this is something or a feat.

In the international race at Detroit, each country can enter three boats. Gar Wood has three that can beat 70 miles an hour, steady sailing. The trial may show that he has all three defenders, although many other racing boats are being built in different parts of the country to compete against him.

COMPETITION ASSURED.

What the English will have is unknown. They're as much under cover as Carpenter at Manhasset. But their builders studied the Smith boats when Gar was racing in England and not likely they'd adopt some of the tested points developed at Algoma. Maple Leaf V was very fast and can only forty-four seconds behind Miss America in one heat at Cowes.

The American boats are soundly built, fit to race in any sea. Chris Smith's boat is a mistake to sacrifice strength for construction, and his boats are heavier and stouter than the boats of other builders. Their speed lies in the simple line developed by years of experiment and study, and in the perfection of their engines.

Gar Wood says that the Liberty engine is the best gas engine ever built. His cruiser Gar II was built a year ago last winter. It ran 7,000 miles in Detroit waters during the summer was shipped to Florida, ran all winter there, winning three ocean races, and then was driven by Gar Wood, Mrs. Wood and one man in a single boat across the Gulf of Mexico to New York outside the ocean. Beating the express train schedule, Wood stopped in New York long enough to get a couple of square meals, then drove his boat through the Hudson River and Erie Canal to Buffalo in two days and crossed the Great Lakes from Buffalo to Detroit in eight days.

The fast lake steamers make this same trip in fifteen hours. In all this year and a half of running the two motors in Gar II were not overhauled in any way. They have been doingerry service all summer, and Gar Wood says he expects to start the next season without even grinding a valve, as they are running as smoothly and powerful as the first day.

"The Liberty motor," Gar Wood told me, "will revolutionize marine motor building. Beside the Liberty motor the best foreign marine motors I've ever seen are junk. I don't believe that any foreign motor built during the war was better than the Liberty. I don't know much about flying, but there's no harder test for an engine than hammering through all kinds of water in a speed boat. They build some fine motors in England, but they'll have to build better than they had last year to take the cup back."

Maple Leaf V had four-cylinder 150-horse power Sunbeam engines—double our power—and we won. Now we'll have the power too. I'm not worrying."

(Courtesy, 1921, by Robert Edgren.)

A REAL MARINE SPEED MERCHANT

(Copyright, 1921, by Robert Edgren)



MAJOR LEAGUE AVERAGES

NATIONAL LEAGUE BATTING.

Player and Club	G	R.	H.	P%	Player and Club	G	R.	H.	P%
Conigliaro, Boston	32	13	43	40%	Parker, Chicago	35	5	5	41%
Henderson, St. Louis	31	101	190	51%	Seibert, Washington	35	95	191	54%
Scott, Boston	37	10	24	24%	Hessman, Detroit	39	9	154	38%
Salem, New York	31	2	8	28%	Goff, Detroit	42	4	15	36%
Spangler, Chicago	34	10	3	23%	Burke, Cleveland	42	10	140	33%
Brett, Philadelphia	22	4	4	22%	Healy, Chicago	42	4	151	36%
Killeen, Chicago	35	9	15	42%	Cole, Detroit	48	8	15	32%
Hoover, Brooklyn	36	9	25	35%	Sister, St. Louis	43	9	155	36%
Mann, St. Louis	80	21	76	33%	Tolson, St. Louis	45	100	188	52%
Casper, Pittsburgh	77	41	99	40%	Seaman, Cleveland	47	87	140	30%
Boyle, Cincinnati	90	50	130	33%	Vander, Detroit	49	94	160	32%
Young, New York	111	68	154	33%	Wright, Cincinnati	49	25	120	24%
McNamee, St. Louis	54	10	24	45%	Wright, Boston	52	14	29	32%
Neodesha, Boston	66	28	58	42%	Healy, Boston	52	14	29	32%
Foster, St. Louis	116	30	151	32%	Stump, St. Louis	52	14	29	32%
Schmidt, Brooklyn	65	31	87	47%	McNamee, Cleveland	52	14	29	32%
Boggs, Pittsburgh	135	90	170	50%	Hoover, Boston	52	14	29	32%
McElroy, St. Louis	116	70	149	39%	Wright, Washington	52	14	29	32%
Williams, Philadelphia	112	53	144	39%	Seaman, St. Louis	52	14	29	32%
McNamee, St. Louis	25	10	21	42%	McNamee, Cincinnati	52	14	29	32%
MacPherson, St. Louis	52	24	49	48%	Garrett, Cleveland	52	14	29	32%
Conigliaro, Pittsburgh	72	24	49	48%	Garrett, Detroit	52	14	29	32%
Phil, New York	117	75	126	44%	Wright, Philadelphia	52	14	29	32%
Frantz, New York	122	36	104	35%	Wright, Cleveland	52	14	29	32%
Johnson, Brooklyn	121	37	104	35%	Hoover, New York	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Johansen, Cleveland	52	14	29	32%
Conigliaro, New York	121	37	104	35%	Johansen, Washington	52	14	29	32%
Alexander, Chicago	121	101	170	59%	Hoover, Detroit	52	14	29	32%
Conigliaro, Cincinnati	122	74	151	41%	Hoover, Philadelphia	52	14	29	32%
Smith, St. Louis	52	64	154	37%	Hoover, Washington	52	14	29	32%
Smith, New York	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Conigliaro, Pittsburgh	121	37	104	35%	Hoover, New York	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Wright, Cleveland	52	14	29	32%
Hoover, New York	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Detroit	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, New York	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Detroit	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, New York	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Detroit	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, New York	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, St. Louis	52	14	29	32%
Hoover, Brooklyn	121	37	104	35%	Hoover, Philadelphia	52	14	29	32%
Hoover, Brooklyn</									